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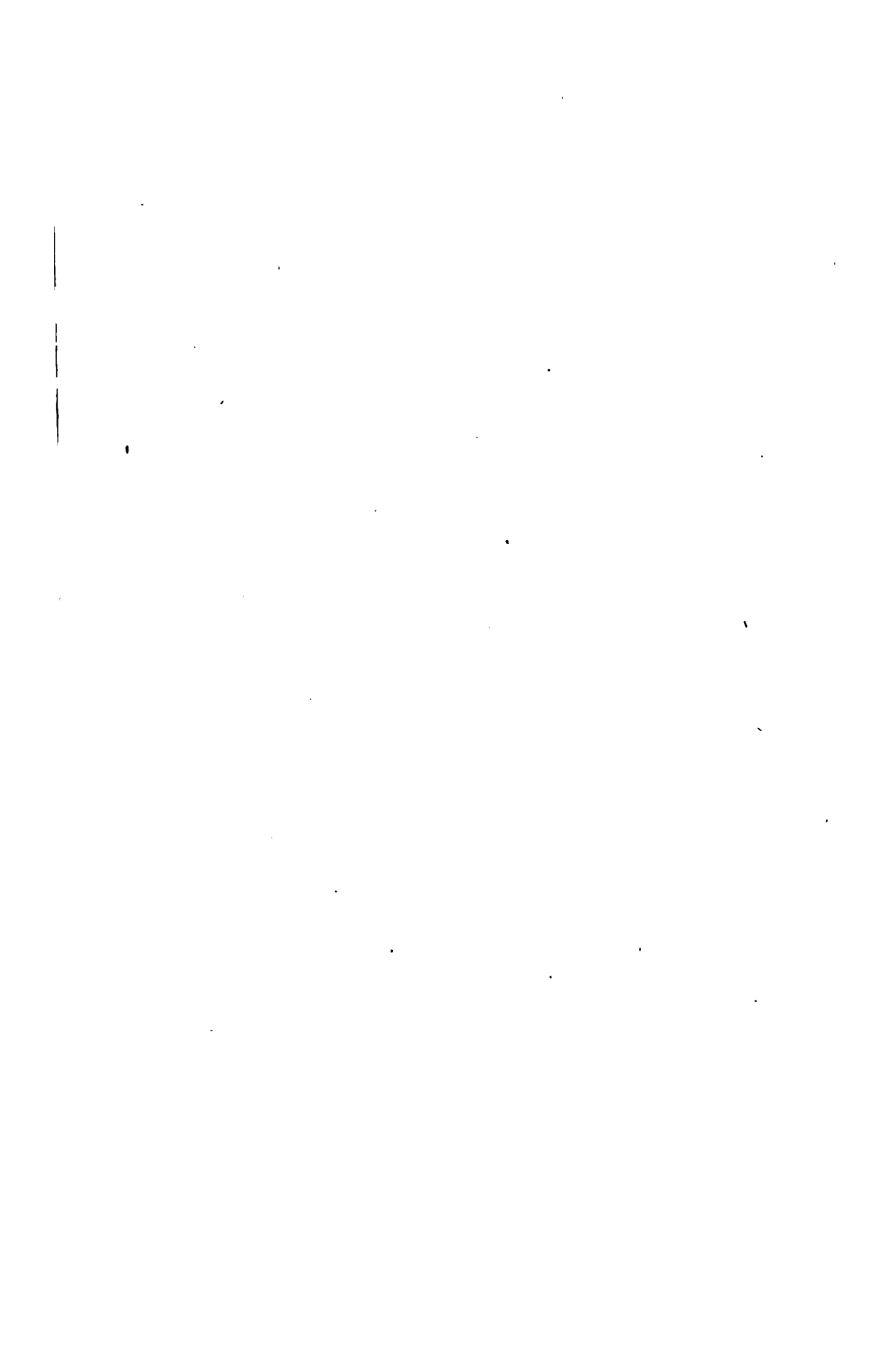
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## SUBCOMMITTEE OF THE COMMITTEE ON RIVERS AND HARBORS.

DELAWARE RIVER 35-FOOT SURVEY.

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SATURDAY, JANUARY 5, 1907.

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### SUBCOMMITTEE:

DE ALVA S. ALEXANDER, New York, *Chairman*.  
GEORGE P. LAWRENCE, Massachusetts.  
GEORGE F. BURGESS, Texas.  
JOHN A. MOON, Tennessee.

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.

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## DELAWARE RIVER.

COMMITTEE ON RIVERS AND HARBORS,  
HOUSE OF REPRESENTATIVES,  
*Saturday, January 5, 1907.*

### STATEMENT OF HON. EDWARD DE V. MORRELL, A REPRESENTATIVE FROM THE STATE OF PENNSYLVANIA.

Mr. MORRELL. Mr. Chairman and gentlemen of the committee, on January 3 I had the honor of introducing a bill (H. R. 23205), the provisions of which the committee is familiar with. This bill is the third on the subject of the deepening of the channel of the Delaware River at Philadelphia to 35 feet that I have had the honor to introduce. The first was introduced November 16, 1903; the second, December 4, 1905, and the third is the bill of which I have just spoken.

I think that I can safely say that we come here before you to-day as a solid delegation from the city of Philadelphia, and also that we come here to represent the sentiment of each and every member of the Pennsylvania delegation, for what affects Philadelphia affects the State of Pennsylvania. Philadelphia is not only the gateway of the Keystone State but also of the whole country lying beyond, the products of whose manufactories come to Philadelphia to seek a market; or if they are for export to be either loaded on the ships at the port of Philadelphia, or are compelled to go through to the port of New York—if, as the case often occurs now, the channel in the Delaware is not of sufficient depth to allow sufficiently large vessels to go to the port of Philadelphia—a condition, of course, which every true Philadelphian wants to remedy, and a condition in which every true Pennsylvanian desires to see a change.

There are gentlemen here representing the Maritime Exchange, and I expect that Mr. Cook, representing, I believe, a subcommittee of all the different trade organizations of Philadelphia, who has been notified, will be present a little later on, and I will leave it to those gentlemen to explain particular instances. I will, however, take up the time of the committee for a moment in regard to one or two matters concerning the channel itself and affecting the engineering features.

I have had long talks within the last few days with the engineer in charge, Major Sanford, and in discussing the question several points were developed which I think will be of interest to the committee, and, I trust, will help them toward seeing the necessity of making a favorable report upon this measure.

In the first place, it must be remembered that during three months of the year the Delaware River is practically closed for dredging operations. That means that the channel during those three months fills

up to a certain degree, and therefore in a channel which is 30 feet in depth, and its maintenance not continued during those three months, at the end of this time the depth of the channel at certain points is very much less than 30 feet.

I am informed also that at the bar at section 1—that is, the first section coming up the river—in order absolutely to insure a 30-foot channel 34 feet, in the opinion of Major Sanford, is absolutely necessary to be maintained.

Mr. LAWRENCE. How much does experience show that the channel shoals during the three-month period of which you speak?

Mr. MORRELL. It is different at different points, depending largely, I presume, upon the curve of the river and the character of the sides of the channel.

Mr. LAWRENCE. Do you recall how much the maximum shoaling is in any particular spot?

Mr. MORRELL. I can not answer that question without looking at some figures in my notes, which I will refer to later. At Schooner Ledge Rock, Major Sanford was of the opinion that 35 feet was absolutely necessary to guarantee a 30-foot channel. He said that in all the other sections leading to the city of Philadelphia 33 feet was absolutely necessary properly to guarantee a 30-foot channel. According to the contract, the contractors may be paid for 31 feet. Or, in other words, an additional sum may be given them for dredging out the extra 1 foot beyond the 30 feet called for in the contract; and therefore, under the idea of the distinguished chairman of this committee, if we are to be allowed 32 feet, it is only 1 foot more than is possible to be obtained under the present specifications.

One word in regard to maintenance. In the report made by the Board of Engineers to the Chief of Engineers, in response to the resolution that was framed and passed last year by your honorable committee, Major Sanford places the minimum cost at \$130,000 and the maximum cost at \$250,000. This is Major Sanford's estimate. The board of experts stated that it would be much nearer \$250,000 than \$130,000. I do not think that it is a fair way in which to treat an estimate made by an engineer officer who is on the ground, and who is better able to judge of the conditions than is a board which simply reads reports. In my conversations with Major Sanford he told me that \$130,000 was much nearer the mark than \$250,000, and the experience that they have had up to this time shows that the work done below the 26-foot level was more easily maintained than was imagined or had been estimated for.

I do not think, Mr. Chairman, that \$130,000, or even \$250,000, a year from the National Government is too much for the city of Philadelphia, the city of Camden, the city of Wilmington, and the other cities on the banks of the Delaware; I think that it is not what the port of Philadelphia needs to-day, but what deepening that channel needs in order to properly benefit Philadelphia and these other cities. It is not a fair question to ask, "Does the commerce of Philadelphia demand 35 feet?" How can we tell whether the commerce of Philadelphia demands it? All that we can judge from is the fact that tons upon tons of freight of the produce of the State of Pennsylvania and of all the States lying to west and south roll through Philadelphia on the railroads to the port of New York. I may say that this is the best argument for the fact that the channel of the Delaware River

should be deepened to accommodate all the vessels of the type which would be necessary to carry all that merchandise to its destination.

Mr. LAWRENCE. What are the deepest draft vessels now that go to Philadelphia?

Mr. MORRELL. Twenty-eight feet, I think, is the deepest draft now, and Mr. Cook will correct me if I am wrong.

Mr. ALEXANDER. What is the total amount asked by Major Sanford?

Mr. MORRELL. So far as I remember it is \$754,000. Major Sanford, in charge of the work, asked for no more money than the amount represented by the difference between the appropriation and that necessary for the completion of the project.

I want to say one word in regard to the widening of the channel, on the subject of which a resolution was introduced by me. To my mind this is of the first and greatest importance. There is hardly, I believe, a vessel that has for any length of time gone in and out of the Delaware River that has not at one time or another been grounded, and sometimes not only once but as many as two or three times in an endeavor either to reach the port or to reach the sea. The reason for that is the extreme width of the river itself from bank to bank, which makes a 600-foot channel very difficult for pilots to find, and when there is a fog it is almost impossible. At one place they have gone ashore repeatedly where the cut is through Duck Creek flats, a distance, as far as I remember, of 11 or 12 miles. It is impossible to see the range light except in the clearest weather, and the result is that vessels have to anchor, and then when there is a change in the tide a vessel swings, and, if not anchored sufficiently near the center of the channel, in that process they ground on one side or the other. The work of pulling them off is very difficult and often does damage to the channel. There are very dangerous curves at several points. The principal one is Horseshoe Bend; another is Bulkhead Shoals, and others, the names of which I do not remember, more or less dangerous. I shall not take up any more time of the committee.

Mr. LAWRENCE. Does your bill calling for this survey ask for a wider as well as a deeper channel?

Mr. MORRELL. I have introduced a resolution calling for a wider channel, and have introduced a bill calling for a survey.

Mr. LAWRENCE. Of what width?

Mr. MORRELL. Of not less than 1,000 feet. Mr. Chairman, I again request that the members of the committee will realize that I voice not only the unanimous sentiment of the Philadelphia delegation but also the unanimous sentiment of the business men and of every commercial body in Philadelphia, and of every commercial body throughout the length and breadth of Pennsylvania and of the States lying beyond her borders, and I hope that this distinguished committee will grant what is asked for in the bill I have had the honor to present.

**STATEMENT OF HON. REUBEN O. MOON, A REPRESENTATIVE  
FROM THE STATE OF PENNSYLVANIA.**

Mr. MOON. Mr. Chairman and gentlemen of the committee, in my judgment this question is a broader question than a Philadelphia one. It is not a local but a national question. I think that I am justified in saying that here on behalf of the committee we repre-

sent. It is not a question of cost in any possible respect. If the committee is disposed to put the cost of this survey upon the city of Philadelphia, I feel sure that I am justified in saying that we will meet that cost freely. In a previous hearing when we appeared before this committee, certain bodies came here pledged to pay the cost of any survey that might be ordered. It is not a question of cost or a local question. In my judgment it is absolutely a national question, not only because the United States has assumed to control all the navigable rivers and streams, and they can not be improved except by the United States, but because, in my judgment, the dominant question of the hour in the development of this country and in the development of any other country is the question of the development of the commercial possibilities.

We of this country point with absolute pride to our increasing exports, and one of the most important indications of that great commerce is our prosperity. The most important question to the cities of this country is the question of the consideration of commercial instrumentalities, and the great development of civilization in all great countries of the world is the question of development along the lines of commerce and trade.

Now, the result has been throughout the wide world that there is great activity with respect to legislation respecting the commercial facilities of the countries. The dominant question upon the floor of Congress at the last session—and I believe it will be for several sessions to come—has been the question of trade facilities. It took the form during the last Congress of railway rate regulation. The object of it is to adapt ourselves to the growing commerce and trade of the country, and the most important part of that is the element of transportation. The cost of the facilities of transportation to-day is a great and growing factor in the development of our manufactories. I say that all the great nations of the world to-day are active in that respect.

We claim, therefore, that the result of that development in all the other nations of the world, the result of the great stimulus given to legislation everywhere for the development of commerce, has been particularly in the line of steamship and water transportation, as shown in the increase of the size of vessels. The greater the length and the breadth of beam of the vessel the greater will be the necessity for a deep channel from the sea to Philadelphia. In 1899 what was regarded by our people as necessary and ample for the demands of commerce is to-day wholly inadequate. Our commercial bodies have urged upon their representatives in Congress the necessity for a very substantial increase in the amount of the ocean trade of Philadelphia by water, and have shown its inaccessibility to the city of Philadelphia, and they claim that it will be, even after the completion of the proposed improvement—the deepening of the channel to 30 feet. An additional reason is that the other three great ports—New York, Boston, and Baltimore—have been given by this Congress, or at least work has been begun looking to the deepening of their waterways to a greater depth than that of Philadelphia, and we believe that this great city, with its populous area dependent upon it, will be discriminated against, and it is absolutely necessary that some project be put on foot by which Philadelphia may secure this depth needed, of 35 feet of water.

Respecting the details of that you know more than I do. Respecting the present condition of the commercial needs of the city, and the demand for a 35-foot channel, and respecting the immediate future of the city, Mr. Holton, of the city of Philadelphia, who is perfectly familiar with all the details, will appear before this committee, and I hope you will give him a close hearing. He is armed with facts and figures. It is a national project, and it is necessary for the development of the whole country, and on behalf of my constituents I ask a favorable consideration of the project for a survey of this channel. The question of cost should not enter into it. If you want to put that on Philadelphia, the citizens of Philadelphia will pay every dollar of it very cheerfully.

Mr. ALEXANDER. Speaking for myself, so far as I am concerned, that consideration need not be entered into.

Mr. BURGESS. I have heretofore voted against it. I have been opposed to the 35-foot survey, and I want to ask you some questions which have bothered me in the consideration of the matter heretofore. I am a grandson of the city of Philadelphia and interested in it. It is a question whether a survey ought to be made until the existing project is completed, so that the survey of a greater depth can be handled in a businesslike way; and if we make a survey before the present project is finished will not this committee, in all human probability, have to order a reexamination, which would be equivalent to another survey, after the present one is finished, before we can determine what ought to be done in the matter. I think that is the heart of the trouble.

Mr. MOON. I am glad that it is presented in a concrete form as being the heart of the project.

Mr. BURGESS. We feel that the engineers would not be able to report exactly the cost and its feasibility.

Mr. MOON. We want the present work completed under a survey. I have never heard it presented as an engineering necessity. My own belief is that the estimate of a 35-foot channel should be based on the present knowledge of the engineer. It is my own idea that Major Sanford knows absolutely the character of the bottom of that river, and the difficulties and the cost of excavation, and could give it without any further survey.

For instance, I understand that in the minds of the committee this channel, under the present appropriation, shall be excavated to a depth of 32 feet. Colonel Morrell said in his statement that the engineers thought that there would be required from 33 to 35 feet, and that under the present contracts the contractor was allowed pay for a depth of 31 feet, and therefore I believe that a competent board of engineers acquainted with this work could without the slight expense even of another survey present that in an accurate enough form to base an appropriation upon.

Mr. BURGESS. Assuming that this is true, ought we to begin by ordering a survey unless, by the time another river and harbor bill is up, the present project be finished. Ought we not to finish this before we do anything else? I think that is obvious.

Mr. MOON. No.

Mr. BURGESS. There being so much to be done the general policy ought to be adhered to, not on account of Philadelphia, but on account of its applicability to the whole situation.

Mr. MOON. If an additional survey were made the work could be more economically done.

Mr. ALEXANDER. What is the idea of those who have looked into the matter about this present project, as to when it will be completed?

Mr. MOON. We expect that in July, 1908, the present 30-foot channel will be completed from the sea to the city of Philadelphia.

Mr. ALEXANDER. How much will the appropriation be in this bill?

Mr. MOON. Respecting the appropriation recommended by Major Sanford, it is \$754,000. I understand that it is not intended by Major Sanford that that will complete the channel. I understand that it will cost much more in excess of that.

Mr. BURGESS. How much more?

Mr. MOON. I suppose that you gentlemen know more about that than I do. I have heard it estimated from \$1,000,000 to \$1,200,000 to make a 30-foot channel.

Mr. ALEXANDER. Additional to the \$754,000?

Mr. MOON. No; including that. That is the figure of the engineer, and I suppose that that is before you and that you are more familiar with it than I am. With me it is mere guesswork.

Mr. ALEXANDER. Give us the best idea that you have.

Mr. HOLTON. It can be completed for \$750,000 by the 1st of July, 1908.

Mr. ALEXANDER. Does Major Sanford say that the work can be completed by that time?

Mr. HOLTON. That is his estimate.

Mr. LAWRENCE. As long as the present project can be completed within a year from the coming summer, you want the survey in order that you may be able to come before this committee with an estimate to enable the committee to frame the next bill so that the appropriation can be made. That is the object, to get statistics for asking for an appropriation for a 35-foot channel in the next bill.

Mr. MOON. That is the idea of the bill.

Mr. LAWRENCE. If I understood correctly from Mr. Morrell, in order to maintain a depth of 30 feet under the conditions which you have it will be necessary actually to have a project of 33 or 34 feet.

Mr. MORRELL. At certain places it is the engineer's opinion that it will be necessary to have 34 feet at one point and 35 feet at another point to successfully maintain a depth of 30 feet.

Mr. LAWRENCE. It means that if you get 35 feet you can only maintain 31 or 32 feet, so that vessels will not be grounded. It does not give you 35 feet like Boston will have. It does not mean that you will have 35 feet for the passage of vessels.

Mr. MOON. I would say respecting that, that those facts have never been set forth in any report of Major Sanford's. That has been figured as to certain parts of that river. The river is angular, and it is narrow in places. I understand that we have nothing official on that point. I want to repeat the statement that has already been made, and that is that we want to urge insistently and strongly with all the force that we can that the present survey should not be delayed and that it is very needful for the commerce of Philadelphia that we should have practically a 35-foot channel.

**STATEMENT OF MR. J. S. W. HOLTON, PRESIDENT PHILADELPHIA MARITIME EXCHANGE.**

Mr. HOLTON. Mr. Chairman and Gentlemen of the Committee: I would respectfully invite your attention to the progress that is being made along these commercial lines by other ports, foreign and domestic. I would especially direct your attention to the distance that we in the United States are in the rear as compared with foreign ports, they having so much earlier begun to realize the importance of the development of the waterways and the water resources and of their absolute necessity to meet the conditions of commerce.

Only a few years ago Manchester was an inland town, and to-day it is one of the greatest ports of the world. A few years ago Hamburg was impossible, so far as being a great port was concerned, but to-day it has, by artificial means and by the expenditure of lavish sums of money, become the best equipped port in the world, barring none.

We dwell too much on the question of economy, with all due respect to the members of this committee. We dwell too much on localities. We regard these projects as being of a local character, and as being fostered, encouraged, and insisted upon by small constituencies contiguous to the particular project.

Continental Europe long ago departed from that theory of the subject. It has departed from the theory of economy particularly. It has substituted for that theory the theory of the expenditure of sufficient sums of money in various sections to provide at least for the commercial needs of the respective countries. We have not realized as yet that, no matter how much progress we make or how rapidly it is made or how quickly the ground lost is regained, we are still almost hopelessly behind the progress that has characterized the development of foreign ports.

We contend that the Delaware River is from beginning to end a national project. Colonel Morrell has told you that it is more than a municipal project; that it is a project bearing the scope of the Commonwealth of Pennsylvania. I insist that it is greater than that. It is the only outlet for the industries, the mines, the farms, and the oil wells of Pennsylvania. Not only that, but it is the outlet for all the grain, the cattle, and the general merchandise that comes from west of the Missouri River. We get traffic from the Lakes and we want more of it, because we are entitled to it by every geographical right and by virtue of the equipment to handle business expeditiously and economically second to no port on the Atlantic coast. We want you to look at this as we look at it. We want you to undo some of the errors of the past.

Mr. ALEXANDER. Whose errors?

Mr. HOLTON. I would not like to indulge in any criticism——

Mr. MORRELL. You mean errors of the engineers?

Mr. HOLTON (continuing). Any criticism that could fasten itself upon any person or association; but I will say this—because it is due to this committee and because it is due to Congress—that until within the past three years Congress, upon the recommendation of this committee, has appropriated money in greater sums and more freely than has been appropriated for the Delaware River, but the conditions have been in existence just the same as we have been suffering



from them. We hold that it is not good national policy for a nation as great as this to undertake to centralize its seagoing commerce in two or three ports. We hold that it is good national policy to avoid a centralization of commerce as well as power, for nothing fosters and secures power as much as does commerce. We contend that it is just as much to the interest of the Federal Government to bring up to a modern condition our facilities, so that they can be offered to the commerce of the world.

The great natural resources of the Delaware River is particularly dependent upon that waterway. It is for that reason that we ask you, representing the Federal Government, to place us in a position where we can regain the ground lost by neglect, and we would like to regain that ground as quickly as possible, and we want to prevent a hiatus of two years or more between the completion of the 30-foot channel project—if that shall be considered wise before the new one shall be undertaken—from ensuing before we can put our more necessary and almost absolutely indispensable project before you for your consideration. It is not fair to the great commerce of the port of Philadelphia to hold us so far in the rear of the other domestic ports with which we are in competition.

Suppose, as has been intimated here, it does cost \$250,000 to maintain that channel in the Delaware River; do you realize that this is only 1 per cent of the receipts per year at the Philadelphia custom-house? And if that is so, can not the Federal Government well afford, in consideration of that great amount of revenue, to treat Philadelphia properly? This is saying nothing as to the coastwise commerce and it is saying nothing of the enormous tonnage passing through the city, but it is getting down to the one item of customs receipts. It is justly said that it calls for but 1 per cent of the revenue which was gathered from one class of merchandise, and which we sent to Washington for the maintenance of the Government.

Mr. ALEXANDER. There has never been any question, has there, as to the amount of money Philadelphia should receive? That question has never been brought up before this committee, and I have been a member of it for ten years.

Mr. HOLTON. No; we want the thing itself. The United States can not afford to quibble about dollars and cents so long as the request is just and reasonable.

Mr. ALEXANDER. There is no quibbling on that point, so far as I know. You are raising now a question that has never been raised before in this committee.

Mr. HOLTON. I am only touching upon it, and I do not wish to make it any part of my remarks except to say that the question of the cost of the maintenance of the Delaware River is unimportant, and we want to go on record as saying how infinitesimal it is as compared with the importance of improvement of the Delaware River.

Mr. ALEXANDER. I have never heard any intimation in this committee, from any source, as to the amount of money to be expended on the Delaware River, and whether it would be proper or improper. The question has never been raised.

Mr. HOLTON. I was principally directed to the question of the cost by some reference made to that subject here and by the questions that have been asked. It impressed me that perhaps the question was an important one in your eyes.

Mr. LAWRENCE. Have you sufficient depth of water for your coastwise trade?

Mr. HOLTON. Not for safe and continuous navigation of the river. We have sailing vessels; for instance, the schooner *Lawson*, built particularly to carry coal under contract from Philadelphia to New England ports, had to be withdrawn because it could not navigate the river safely.

Mr. LAWRENCE. So that you do not base your claim on the needs of your foreign commerce alone, but your coastwise commerce also requires a good deal deeper channel?

Mr. HOLTON. That is true. That commerce will, within reasonable limits, be developed in the same proportion, and the size of the vessels carrying coastwise tonnage is similar to the ocean-carrying class.

Mr. MORRELL. In reference to the schooner *Thomas W. Lawson*, I will say that it was a large schooner, and it had to be withdrawn on account of the channel not being of sufficient depth to enable it to get through. I was not in when the question was asked, but my reason for mentioning the subject of cost was that last year there was called for an estimate in regard to the cost of maintenance of that channel. That is the reason why I alluded to it.

Mr. ALEXANDER. That is the only question by which the committee can be guided, the estimate of the engineers who are competent to judge. Otherwise we would be like a vessel at sea without rudder or compass. We must be guided by these estimates.

Mr. HOLTON. I would like, as far as possible, to answer to the best of my ability any further questions that the members of the committee may desire to ask.

Mr. LAWRENCE. How much is your exports and imports in value?

Mr. ACHESON. It is 4,632,684 tons. The exports and local commerce is 20,750,867 tons.

Mr. HOLTON. The export business is \$140,000,000.

Mr. LAWRENCE. Is it remaining stationary, or has it increased?

Mr. ACHESON. It has increased 23,000,000 tons during the previous year. The cost of maintaining it would be less than a cent a ton, and it will be found by an examination of the books that in some places in this country the Government is paying as high as \$1.50 a ton for locks and dams for the benefit of commerce. It would be invidious to make comparisons. I take my own State and take the cost of the Monongahela River. The costs of the locks on the Monongahela River is \$2,496,675, with a tonnage of 11,447,444 tons, which is twice as much to operate the locks and dams as it costs for the Delaware River.

Mr. ALEXANDER. Comparisons are hardly fair.

Mr. ACHESON. I took this comparison because it is in my own State.

Mr. LAWRENCE. Your foreign commerce is conducted in boats of what draft?

Mr. HOLTON. We have to carry on our ocean commerce with the class of vessels that can navigate the Delaware River, and those, of course, have to be such as do not exceed 28 feet in draft. That means that we are hampered in the passage of that river.

Mr. LAWRENCE. No boat with a greater draft than 28 feet can pass and go to Philadelphia?

Mr. HOLTON. Not on one tide. They must navigate it and go over the shoals on extreme high tide. Over Mifflins Bar and Cherry Island there is to-day 22 feet, 4 inches of water. With a tidal rise we would have 28 feet. Vessels must stop at that particular stage of the tide.

Mr. LAWRENCE. What is the result in the loss of commerce? Does it result in increased cost of transportation?

Mr. HOLTON. The tendency of the times is to increase the capacity of the carrier, whether it be a railroad car or a vessel, for the purpose of greater economy in transportation.

Mr. LAWRENCE. Has that been, practically, the result at Philadelphia? Have you to pay more there?

Mr. HOLTON. Our rates are higher. We must pay higher rates. The rates are higher in many ways. The cost of maintaining small vessels is proportionately greater than that of maintaining the larger vessels. Charters for these vessels pay higher rates for hire, and they cost more for maintenance than would be paid for vessels of a larger size, so that it is absolutely and directly effective in increasing the cost of transportation.

Mr. LAWRENCE. As a matter of fact, do the shippers pay more to-day for the transportation of freight from Philadelphia to Europe than is paid at New York and Baltimore and Boston?

Mr. HOLTON. They are not able to avail themselves, Mr. Lawrence, of the cheapest rates of freight, for the reason that they can not employ the largest carriers.

Mr. BURGESS. That touches the very question I wanted to ask you about, separating this matter as to exports and imports. If you have 35 feet of water at Philadelphia, what would be the relative effect on the figures as between exports and imports?

Mr. HOLTON. That is problematical.

Mr. BURGESS. That is true, but you see what I am driving at.

Mr. HOLTON. Yes. We can only say this, that of all the commerce of the Atlantic coast we would get our full share. We have not the slightest doubt about that, because there is no other port as well equipped, in every respect, taking all the details of handling seaboard commerce.

Mr. BURGESS. If that is true, this proposition is likely to follow, and if this is true it is very important to you. If an increase of exports would follow an increased depth at Philadelphia it would likely cheapen access to foreign countries.

Mr. HOLTON. There is the important phase of this whole problem. We can not always hope to have as good times as prevail at present.

Mr. BURGESS. That is sure.

Mr. HOLTON. And it becomes a matter of concern to the nation as to whether the products of the United States are going to be distributed throughout the world cheap enough to enable American products to compete with the products of other countries. We are living under extraordinarily favorable commercial conditions to-day, but we can not contemplate that those things are going to continue uninterruptedly. We hope they will; but I tell you, Mr. Burgess has touched upon almost the vital chord of this whole problem; and that is, if commerce can be handled over the Delaware River cheaper than it can from any other port along the North Atlantic coast, it will become a question of national concern that the Delaware River

should be developed for the purpose of that emergency when it comes.

Mr. LAWRENCE. Undoubtedly, because the transportation is almost the vital factor in our competition with foreign countries.

Mr. HOLTON. That is the whole thing. We are spending the Lord knows how much on the Panama Canal, and we are spending for the benefit of the markets of the world and not the products of America, because we are not in a position to avail ourselves of those facilities. And the other countries, some of which I have referred to in my brief remarks, are not only preparing themselves, but are ready to-day to demonstrate a competition that the United States Government can not touch, no matter how much progress we make in our national development and our resources.

Mr. BURGESS. I would like to say that this committee—not only this subcommittee but the national committee—wish that the majority of Congressmen and Senators would view this matter as you do, so that we could have larger appropriations.

Mr. HOLTON. We would not have much trouble with your committee, I am sure, Mr. Burgess.

Mr. BURGESS. The majority, the country over, do not see these things.

Mr. HOLTON. We are not desiring to feed at the Federal crib exclusively. We also intend to help ourselves, and in helping ourselves we are helping others to a much greater extent. We have, as your honorable committee knows, within the past year supplemented the Federal appropriation for the deepening of the Delaware by both municipal and State appropriations approximating \$750,000. These are the appropriations that the State and city have made, and I am entirely satisfied to assume the responsibility of saying that they will not be the last. Recently city councils have, by authority given by the voters, and entirely in addition to the \$750,000 to which I referred a moment ago, authorized the expenditure of \$1,500,000 for the improvement of the water front, the piers, and land approaches. There will be introduced in the coming session of the State legislature such measures, and they will be followed by similar ordinances in the city councils, that will support anything that your committee will do for the Delaware River in the way of establishing adequate facilities for the prompt and economical handling of all classes of merchandise. If we simply rested upon Federal support for what we want done for this great avenue of commerce which we represent, we would feel more hesitancy about coming to you and urging generous appropriations; but that is not the case; and for everything that you will do for this great national highway to the sea, the State of Pennsylvania and the city of Philadelphia will do their part. If you will pardon our zeal, we trust that it is only commendable, but we must ask and urge that your committee will see that the Delaware River is fairly treated; that you will see your way clear; that both your committee and the interests that are dependent upon the Delaware River shall have the satisfaction of possessing the knowledge of what the cost of a 35-foot channel will be, and that we shall not have to wait for a period of three or four years for that survey after the completion of the present project. We do not think that is fair, and we have confidence that your committee will agree with that.

Mr. LAWRENCE. Your notion is that the practicability of maintaining a channel 35 feet deep depends entirely upon the question of

whether the Government is willing to expend the amount sufficient to maintain that channel?

Mr. HOLTON. Absolutely. We do not believe there is any engineering difficulty in it at all, any more than there is at New York, and we do not believe there is any there. We believe that a 35-foot channel can be maintained at New York at a cost which, in comparison with the commerce that is there, is a mere bagatelle, and we have the same confidence in regard to the Delaware River project. There is nothing about the situation in the Delaware River that will prevent the maintaining of the channel if enough money is appropriated to see that it is properly dredged.

Mr. MORRELL. If Mr. Holton will allow me to interrupt him for a moment, I would like to say that so far as that point is concerned, in talking with Major Sanford, he told me that the lower the channel got the less difficulty there was, apparently, to maintain it.

Mr. REYBURN. You put a larger body of water in the channel, and the deeper you go the greater the weight on the bottom.

Mr. MORRELL. Yes; that is what he said to me.

Mr. LAWRENCE. Did he say why?

Mr. MORRELL. No, sir; I simply took his answer.

Mr. MOON, of Pennsylvania. And as I understand you, the outside estimate of cost of this channel would not exceed 1 cent a ton on the commerce?

Mr. HOLTON. A fraction of a cent a ton on the commerce.

Mr. MOON, of Pennsylvania. Yes.

The CHAIRMAN. We are very glad to have heard you, Mr. Holton.

Mr. MORRELL. Before you hear the next speaker I would like, if I may, just to say a word. It has been suggested that it might necessitate another appropriation before the channel is complete, and I am quite sure that the members of this delegation from Philadelphia, as well as the Members of Congress, are quite willing to substitute the resolution I introduced last year, at the last session, for the bill which I have introduced at this session, namely, that the expense of the first survey should be borne by the city of Philadelphia.

The CHAIRMAN. The hour that we have allotted for this hearing has expired. We have made a good many appointments with other members to meet us, and go on with our work, at 12 o'clock. We want to hear you all, however; but I would like to impress upon you the importance of being brief.

Mr. HOLTON. Just one word for the purpose of correcting the record. General Morrell, in his first remarks, said that the Delaware River was closed for three months in the year. I am sure that he meant that it was closed to dredging operations, not that the channel was closed to commerce.

Mr. MORRELL. Yes; what I meant was that it was closed so far as the operations of dredging were concerned.

**STATEMENT OF HON. GEORGE D. M'CREARY, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF PENNSYLVANIA.**

Mr. M'CREARY. As the essence of our hearing this morning is the matter of time, so the essence of our desire for a 35-foot channel is a question of time, and we want to take time beforehand so that when the 30-foot channel is finished we will then not have to come in for the

authorization of a survey, and then have to wait two years and more to begin the work from that survey. This is just as in mining; every man in mining works considerably ahead so as to have his mines operated so as to get his coal cheaply and satisfactorily. So it is in regard to the making of this river a waterway to the depth of 35 feet.

So we want now, if you will give it to us, and we think you ought to do so, the authorization of this survey for the 35-foot channel, so that when the 30-foot channel is completed we can then take up the other matter and go ahead, doing just as business men do, looking ahead, and not waiting until the future for that which ought to be done in the present.

As to the question as to why that is the desire, the reason is that the State of Pennsylvania, as we all know, is the largest manufacturing State in the whole Union, having—and I say this with no disrespect—larger manufacturing interests than all the New England States combined. Furthermore, the question comes in of getting to our different ports and the different places where the products are sold, the coal and the oil and the other things which are the natural products of the great State of Pennsylvania. We mine 119,000,000 tons of soft coal and 78,000,000 tons of anthracite coal, these two tonnages together making a total greater than that of all the rest of the United States put together.

The natural outlet for that coal is through the port of Philadelphia, both for that which is exported and for that which is sent along through the coast, and the same is true as to the oil which is exported. It is the largest export port in the United States.

So far as coming here before you gentlemen for an appropriation is concerned, we feel that what we are doing is justified because of our position and what we are doing. We feel that we have a right to ask for a waterway that will take our vessels in on one tide instead of waiting for two tides and with a depth that will make the lowest rate of freight and will bring to that port the vessels that will carry our commerce.

Then there is another thing. The United States Government has taken hold of League Island for the purpose of having in there a great navy-yard, which will be able not only to float our vessels, but also be a protection to them in time of war, and will also conduce to their preservation and protection in time of peace from the corroding action of salt water, this being a fresh-water body, and also keep them in a state of readiness and preparedness in time of war.

Philadelphia has situated on the Delaware River the largest number of shipbuilding interests, bringing with them a class of trained artisans and trained mechanics, which is all to the interest of the public at large and also contributes to the navy-yard, having a large supply of skilled mechanics to draw on for the building and protection of the vessels there. The city of Philadelphia and the State of Pennsylvania, as has been touched on by Mr. Holton, come here not as suppliants for favors. We come here to ask for a right and also to demonstrate that we have done our share in the expenditures of money for the building up and fixing up of the harbor of Philadelphia and its surrounding section. Nearly \$5,000,000 has been spent by the city and State of Pennsylvania for that purpose. To give the exact figures, it is \$4,965,652.86, appropriated by the city and the State and the Girard estate for the improvement of the rivers and the

water front. The city appropriations for the Delaware River from 1894 to 1905 amounted to \$1,192,000.

The city appropriations for the Schuylkill River from 1894 to 1902 amounted to \$738,000. The city appropriation for Delaware avenue amounted to \$1,462,000. The Girard estate appropriation for Delaware avenue amounted to \$790,000. The city appropriation for the purchase of Smiths Island (that was an obstruction in the river) was \$208,000. The State appropriation for the purchase of islands was \$200,000. The State appropriation of May 8, 1905, was \$375,000, making a total of nearly \$5,000,000. These are our reasons; and we come here, as I said, not as suppliants, but to show why we expect the National Government to assist us; that we are doing our share in assisting ourselves, and as we know, those are helped who help themselves, and we want to be helped, and we want you to understand that you are helping others in helping us; that you are helping the country at large—in this to have a port that will be more advantageous, not keeping down the competition from the other ports. Because if we can have a port in which the charges are less, the others will have to come in under the same conditions, and as competition is the life of trade, so it is in regard to the profits of all interests which bear upon transportation.

**STATEMENT OF HON. JOHN E. REYBURN, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF PENNSYLVANIA.**

Mr. REYBURN. The ground has been covered, sir, so completely that it is hardly necessary for me to go into very much detail except that I want to add my voice to the voice of the other members from the city of Philadelphia, and not only the members from the city of Philadelphia, but the States of New Jersey and Delaware, that border on the Delaware River. We are not here to-day advocating Philadelphia especially, but the Delaware River, the whole channel. We want a good channel, a good navigable channel, from the city of Philadelphia to the sea; but we want to ask you gentlemen to consider the total water front.

What makes the cheapness with which freights can be handled from Philadelphia is our water front, and that will grow; and you must recollect the banks of the Delaware are almost a continuous water front, and we have large cities on the other side.

We have the city of Camden, which is growing very fast, and has one of the largest shipbuilding plants in the world. On the other side of the river we have the city of Chester, and then the city of Wilmington, Del., which is practically on the banks of the Delaware. Now, these cities and all these water fronts are interested in this along the Delaware, and we are not here really for a selfish purpose. We are here for the greatest good to the greatest number. We indorse this petition for a new survey for a 35-foot channel fully, completely, and without reservation. But we also believe that the present project of a 30-foot channel can be made better and of greater advantage to the city by widening and by changes at certain points, and those points are very few. It will not only give the larger class of vessels a better chance to swing and make their turns in the channel of the river, but it will also do another thing—give the water a straighter run, and in that way scour out and cut the channel clean, lessening the cost, and

increasing the advantages both in safety and in dispatch, because the places where they have trouble, where the ships have grounded and have had their trouble, have been at these turns, and if those turns were widened, as they will be under the present project, it would be a great advantage to the commerce.

The commerce has increased already under the stimulus of the improvements that have taken place in the channel. The commerce has immediately extended, and in the last year or two it has increased and grown as much, I think, from that fact as from any other.

Now, gentlemen, we want, we would like to have, the consideration of this improvement. It can go right along. There is no need of very much survey, because all the figures and all the data are there. Practically to-day, if it were under private control, this work would go right along without any interruptions, because surveys and soundings and borings, as I understand, have already been made which would enable us to continue the 35-foot channel. I hope the committee will see its way clear to grant this request.

The CHAIRMAN. I want to say, for the information of my friend Burgess, that the last speech preceding this that I heard from Congressman Reyburn was in behalf of the great "Father of Waters," when he was down on the Mississippi River with this committee. I happened to be a guest of this committee at that time, in 1886. He spoke then as unselfishly for the great "Father of Waters."

Mr. LAWRENCE. You think that he was practically casting his bread on the waters?

Mr. REYBURN. River and harbor work is the most unselfish thing that occurs in Congress. In my experience I never met any selfish people. The people of Philadelphia said, "Give Boston what she wants; that does us good." The people of Philadelphia said, "Give New York what she wants." New York said, "Why, certainly give it to Philadelphia; we get the benefit of it." It is the same thing from the Atlantic coast to the coast of the Gulf, and it is the same from the Atlantic to the Pacific coast. It means an increase of the commerce and of the wealth of our whole country. This is not a selfish or local thing in any sense of the word, and I think that the gentleman from Philadelphia, Mr. Holton, touched it truly and correctly when he said that it was a great national question, and one which we had to take up and study with reference to our competition with other nations in trade, and this is true. Gentlemen, I thank you.

Mr. MOON, of Pennsylvania. How much money has been expended on the Delaware River up to this time, do you know?

Mr. ACHESON. It is a little more than \$12,000,000.

Mr. REYBURN. I was going to say about \$12,000,000.

Mr. ACHESON. The amount is \$12,054,000.

Mr. MOON, of Pennsylvania. That is for harbor improvements and all?

Mr. MOON, of Tennessee. Has that amount been expended by the Federal Government?

Mr. ACHESON. Yes.

Mr. MOON, of Pennsylvania. By the State and city?

Mr. ACHESON. Yes; \$5,000,000.

Mr. MOON, of Tennessee. So that the total is about \$17,000,000. So that when there has been any intimation as to discrimination against



Philadelphia, you did not mean as to the volume of appropriations, but as to the projects?

Mr. REYBURN. No; we are not here to find fault with Congress at all.

Mr. MOON, of Tennessee. How long will it take to get the 35-foot channel you want?

Mr. REYBURN. I have not the figures, but if you will excuse me—

Mr. HOLTON. That is what we want the survey for.

Mr. MOON, of Tennessee. I know you want to get more information, but I thought that some of you gentlemen were posted as to the ultimate cost.

Mr. MOORE. That is the purpose of our appeal.

Mr. MOON, of Tennessee. Are any of you gentlemen willing to state about what you think it will take, from what your engineers have said to you?

Mr. HOLTON. If you ask me, I will say about \$4,000,000.

Mr. MOON, of Tennessee. \$4,000,000?

Mr. HOLTON. But I think that is a very large estimate, and really unnecessarily large, and it will really never come up to that sum of money.

Mr. MOON, of Tennessee. It would not exceed that?

Mr. HOLTON. It will not exceed that, or come anywhere near that sum.

The CHAIRMAN. We are very glad to have heard from you, Brother Reyburn.

Mr. REYBURN. Thank you.

**STATEMENT OF HON. J. HAMPTON MOORE, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF PENNSYLVANIA.**

Mr. MOORE. Were it not that I have just been elected a Representative of the river district which is probably most directly concerned in the project before you, I would not, after the patient hearing you have given these other gentlemen, speak at all. What I shall say will be very brief. We are largely in support of everything that has been urged in behalf of the Delaware River project.

First of all, I should like to disabuse the minds of this subcommittee, and of the general Committee on Rivers and Harbors, of any feeling whatever upon the part of the Congressional delegation toward the Rivers and Harbors Committee, or any member thereof, no matter how great or how small his information, in regard to the consideration given to the Philadelphia delegation up to the present time.

We are pressed from behind by interests commercial, mercantile, and industrial, and will of necessity be obliged to knock at your door, not only at this session of Congress but at coming sessions of Congress.

We are told at home that other cities have knocked at the door of this committee, not in vain, for surveys such as we are now asking for, and these statements create some agitation upon the part of the public which will not down. As the members of this delegation have explained, and I thoroughly agree with them, we believe that this committee is desiring to do the very best it can with the sum of money it has at its disposal, not only for this but for all other commendable projects throughout this country. And as a Pennsylvanian I desire to put myself upon record with those who will in the near future

agitate, and with those who are now agitating, for larger appropriations to be placed at the disposal of the Committee on Rivers and Harbors.

The ground for that agitation, as I understand it, as it is springing up not only in the east but in the west, and particularly from the inland sections of this country, arises from a desire for an outlet for the increasing commerce of this nation. The railroads are not sufficiently equipped at this time to handle the products of the farm and the factory, and further transportation must come as a fair and legitimate means of competition, and better water transportation must come.

If the trouble with you is that you have not enough money to go around, then we outside of the committee, in all the States possibly, must agitate until we have sufficient navigable resources in this country to accommodate the farmer and the builder and the tradesman who desires an outlet for his product. The construction of the Panama Canal is no more dear to the gentleman from Texas than it is to the gentleman from Pennsylvania.

The construction of a deeper channel for the city of New York is no more dear to the Representative from the State of New York than it is to the Representative from the State of Pennsylvania. As a matter of fact the city of Philadelphia is possibly the least envious of all the great cities of this country. Mr. Reyburn has well said that it has stood with all cities in all projects that tended toward the development of the commerce of those cities, taken in connection with the general development of commerce throughout this land.

We desire, from our viewpoint, to have this onward march of progress continued, and we desire to be on an equal footing with foreign countries in this matter of navigation and transportation.

In the city of Philadelphia, for which we are now making an appeal in common with our representatives from the State of Pennsylvania and the States of New Jersey and Delaware, we build eight locomotives every working day of the year in one factory alone, and they are insufficient to supply the demand that is coming from all over this country and from all over the world for these great engines for the transportation of commerce.

On the Delaware River, on which the district I have the honor to represent fronts, we are building more ships that carry the American flag than are built anywhere else in these whole United States, twice over. It is therefore with some degree of earnestness that we come to present our claim for a survey that will give us an estimate of the cost of deepening a great waterway that will enable us in the future to attend to the wants of trade. The 30-foot project has been approved by your committee, and appropriations have been made which the engineer assures us will be sufficient. We have the assurance, not officially, that this committee proposes to take excellent care of the 30-foot project, so far as its completion is concerned.

We believe that this committee will consider the additional proposition that has been presented to so adjust the specifications that there may be a widening of the channel at dangerous and hazardous points, but we are now pressing, as I understand it, simply the application for a survey, and in that connection I desire to answer, if possible, the question raised by Mr. Burgess, of Texas, a little while ago in regard to why we were asking for a 35-foot survey now, when con-

ditions might demonstrate that we would have to have a new survey to meet the conditions when the 30-foot channel is completed. I am speaking now for the present generation. We have worked at the Delaware for years and years, and it has been brought up to meet the conditions of trade, so far as the case would permit that to be done. It has been explained that the city of Philadelphia, the largest city bordering on the river, has done its part, and is willing to do more.

I agree with Mr. Burgess that while the city is willing and would be ready at a moment's notice to pay the cost of an additional survey, it is not fair to ask the city of Philadelphia, any more than it would be to ask any other city along the Delaware or any other river of this country, to pay more than it should rightfully pay. We are asking this survey, however, Mr. Chairman, because we want to provide for the future and the possible interests of trade.

You are conceding to us no expense. We are not asking you for that which will require an appropriation at your hands. We are simply asking you to permit us to get at the probable cost of completing this 35-foot channel when the 30-foot channel is completed. We know that the 30-foot channel will require a certain time for its completion. We know that it will require a certain amount of time to make this survey for a 35-foot channel. But we desire to save the two years between the sessions of Congress and to enable the committee to ascertain that cost, so that if in the course of time it is demonstrated that we must of necessity compete with these harbors of New York and Boston and Baltimore that now have deeper channels, or surveys for deeper channels, we will be in a position to come and ask for that money. We are not asking you for the money now. We are simply asking you to let the matter of the money take care of itself. The future will take care of that.

In the great municipalities in this country it is a splendid thing to move in and find everything prepared for domestic comfort and happiness. Streets are constructed and houses are built and public conveniences are there for the newcomer. Each should pay his portion of the expense and bear his part of the burden.

There have been handed down to us in our section, and in all sections—and we are not envious—conditions at the present time that afford accommodations for deep-draft vessels, so far as they have gone, and we feel that we should put some of the burden of the accommodation of deeper draft vessels and better accommodation—the payment for it—upon some of those who will step in when we leave our fine heritage. I am simply saying that you will incur no expense; that there will probably be, if there is a favorable result from this survey, a request for an appropriation, if conditions are favorable, for the 35-foot channel. We will come and ask for it, but not in any envious spirit and not in conflict with the conditions of the requirements of trade.

The Mississippi Valley is asking for deeper waterways, and is representing to the Congressmen from the eastern section of the country that they will cooperate with them. Why should we not cooperate with them and agitate for more money? I am a little earnest in this because I come from the district that is most affected. Pardon me for saying that I think we are handing down a mighty fine heritage to those who come after us, and we need not trouble ourselves about the

cost of a 35-foot channel, when we are simply putting ourselves in a condition to find out what that cost is.

If you should grant this survey, you will establish good feeling all over the district from which we come, and in three States, and I am satisfied you will pave the way for an increased commerce for all of the United States.

The CHAIRMAN. Mr. Moore, I wish you and Mr. Holton would say to the stenographer just what you represent.

Mr. MOORE. Mr. Holton is the president of the Maritime Exchange, I am a Member of Congress from the Third district of Pennsylvania.

The CHAIRMAN. Yes; but you are speaking for some special part?

Mr. MOORE. No, sir; I represent the district along the river front in Philadelphia.

The CHAIRMAN. But I understood you were speaking for some special interest there?

Mr. MOORE. No, sir; I am trying to make my remarks as general as possible, with kindness to all the world, and the desire to help everybody; but we would like to get what will keep us in touch with others.

The CHAIRMAN. You do not get down to Chester; that is in Mr. Butler's district?

Mr. MOORE. Yes; that is in Mr. Butler's district. Here is Doctor Burton, who represents the lower end of the Delaware River.

We are here without prejudice, simply desiring the opportunity of ascertaining the possibilities of a deeper channel, in the event of the commerce requiring it.

The CHAIRMAN. Is there anyone else to be heard?

Mr. MOORE. No, sir; we have placed this in the hands of General Morrell, and I believe that I, being the youngest Member of the delegation, was to be the last heard.

In the absence of General Morrell, if you will permit me to thank you for your very great courtesy to-day, I shall do so with great pleasure.

The CHAIRMAN. We are very glad to have heard you.

Adjourned.

18 May '07



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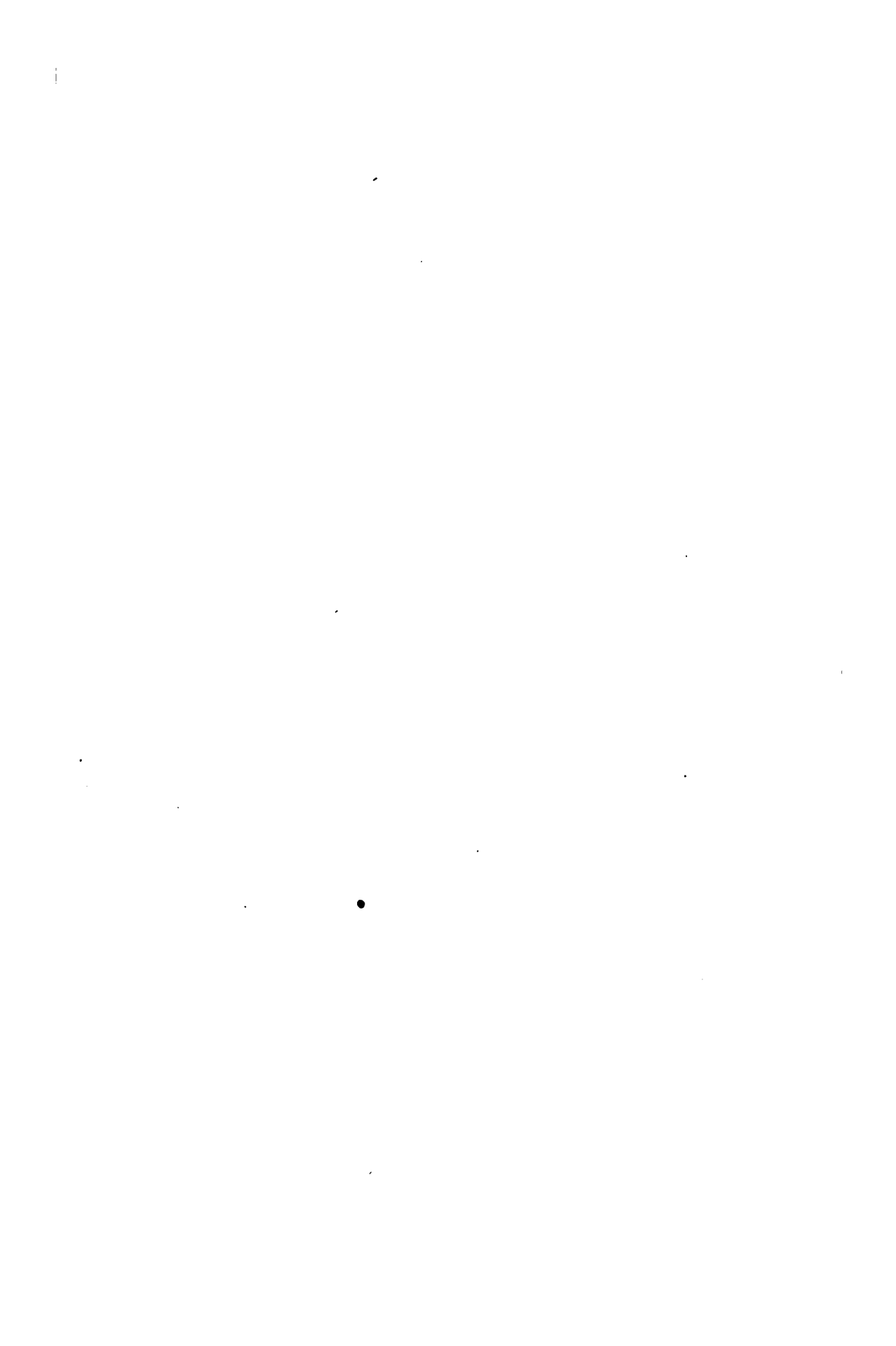
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